

Mr. Speaker, the Bible tells us of another time when a man of God stood alone with his servant and hostile forces were arrayed against him. His servant was frightened, and so he prayed that God might open the eyes of his servant, that he would see more of those who are with us than those that are with them. It is my prayer, Mr. Speaker, that Israel's eyes would be opened, to know that though her enemies are ruthless, her friends in this country and this government are many, many more.

#### INCREASED TRANSPORTATION BENEFIT IS A WIN FOR HOUSE EMPLOYEES AND ENVIRONMENT

The SPEAKER pro tempore (Mr. CULBERSON). Under the Speaker's announced policy of January 3, 2001, the gentleman from Oregon (Mr. BLUMENAUER) is recognized during morning hour debates for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, I came to Congress with the notion that the Federal Government ought to be a better partner with American communities, local governments, business and citizens to help promote the livability of these communities, to make our families safe, healthy and economically secure.

One of the examples of where we could in fact make a difference was found upon my arrival here in Washington, D.C. Despite the fact that the District of Columbia was reputed to have the second worst traffic congestion of any metropolitan region in the country, despite concerns about congestion, pollution, a lack of parking here on Capitol Hill, the House of Representatives provided unlimited free parking for our employees, but would not do anything to help those who wanted to use mass transit and perhaps be part of the solution, despite the fact that we were arguing that the private sector and other governments ought to step up and try and help their employees with transit.

Mr. Speaker, it took an effort of almost 2 years and working with the gentlewoman from Maryland (Mrs. MORELLA), the gentleman from Michigan (Mr. EHLERS), the gentleman from Maryland (Mr. HOYER), the gentleman from Virginia (Mr. MORAN) we were able to implement a transit benefit program for the House employees.

Mr. Speaker, I am pleased that we have moved into a new era of that. We have more than tripled the benefit. Starting this month, employees will be able to have a \$65 transportation benefit for those who do not avail themselves of free parking on Capitol Hill; and starting January 1, they will be able to deduct pretax an additional \$35 for a \$100 transit benefit.

I am extremely grateful, Mr. Speaker, to the leadership of the Committee on Administration under the leadership of the gentleman from Ohio (Mr. NEY) with the gentleman from Maryland (Mr. HOYER), the ranking member,

where they stepped up, worked with the committee and put in place a program that is going to allow us to provide an extensive benefit for our employees; but it also, in a time when we are concerned about the energy security of this country, when we are deeply concerned about the quality of life in and around our Nation's capital, and when we are watching the problems associated with increased security every day stack up cars as they are waiting to be inspected coming into our House parking lots, this transportation benefit is a win for the environment, it is a win for the morale and efficiency of employees on the House. It is a win for those who want to make sure that Congress leads by example.

I strongly urge that each office look anew at this enhanced benefit program to make sure that each eligible employee takes advantage of it, and in fact, that each Member of Congress and their chief of staff encourage others to take advantage of it, because it is going to be good for them in the long run. We want the program to be a success. It is an important step to save money, to save the environment, and make Capitol Hill a little more livable.

#### ANTI-DUMPING LAWS LAST LINE OF DEFENSE AGAINST UN- FAIRLY TRADED IMPORTS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2001, the gentleman from Ohio (Mr. BROWN) is recognized during morning hour debates for 5 minutes.

Mr. BROWN of Ohio. Mr. Speaker, despite the overwhelming passage of a sense of Congress resolution urging the President to keep U.S. anti-dumping laws off of Qatar's negotiating table, the U.S. Trade Representative, Bob Zoellick, did just the opposite after a 410 to 4 vote.

U.S. officials have signaled that they are willing to negotiate on trade dumping laws that provide safeguards against countries selling products in the U.S. marketplace at below cost. The American steel industry, like so many others, relies on anti-dumping laws as their last line of defense against unfairly traded imports.

Unfortunately, since the WTO Uruguay Round, the steel industry's ability to defend itself against dumping has been severely weakened. Now, in Qatar, a couple of weeks ago, the U.S. Trade Representative has remained open to further weakening the rules on trade dumping, further jeopardizing American steel, further threatening American jobs.

Many of us were concerned about Qatar long before the negotiations began. It is a country that does not allow free elections. It is a country that does not allow freedom of expression. It is a country where women are treated not much differently from the way women are treated by the Taliban in Afghanistan.

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It is a country where public worship by non-Muslims is banned. The message that sends to people around the world that the trade ministers of all of the nations in the world are meeting in a city, in a country, where public protest will not be allowed, where free speech is not allowed, where public expression is not allowed, where freedom of worship is not allowed, and where free elections are not allowed, the message that sends is troubling. It is troubling because all too often our own trade minister, Robert Zoellick, has used in the past language to suggest that those of us who do not support his free trade agenda, his agenda to weaken environmental standards, to weaken labor standards around the world, those of us who do not support this free trade agenda, he implies, are indifferent to terrorism. He has questioned our patriotism saying, we do not really share American values if we do not support Fast Track, if we do not support his trade legislation because, he tells us, that is the way to combat terrorism around the world: You are either with us or you are against us. Many of us resent the U.S. Trade Representative questioning our patriotism, claiming we are indifferent to terrorism because we believe his Fast Track proposal is not coincident with American values and does not do the right things for our country.

Supporters of Fast Track argue that the U.S. is being left behind. They tell us we need Fast Track to increase American exports and provide new jobs for American workers. But this country's history of flawed trade agreements has led to a trade deficit with the rest of the world that surges well above \$350 billion. The 2000 trade deficit is 40 percent higher than the previous record set in 1999. The Department of Labor has reported that NAFTA, and these are very conservative government figures, that NAFTA has caused the loss of 300,000 jobs.

The American steel industry is no stranger to trade-induced adversity. Thousands of steel workers have lost their jobs. Mr. Speaker, 25 companies have filed for bankruptcy, 16 in the last year. We import 39 million tons of steel, double the 16 million tons we imported only 10 years ago, and steel prices, because of that, are below 1998 levels. In my home district, steel workers from LTV are learning firsthand that our trade policies put American workers in jeopardy. LTV terminated negotiations with its major union and went to bankruptcy court seeking permission to shut down its steel-making operations in anticipation of its sale. Now 11,000 jobs and the pensions and health benefits of more than 65,000 retirees and surviving spouses hang in the balance. LTV and the rest of the steel industry need Congress' assistance in solving this problem. Fast Track is not the answer. While our trade agreements go to great lengths to protect investors and protect property rights, these agreements do not